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FIG. 1

The diagram illustrates a variable valve timing control system. Key components and their interconnections are as follows:

- Engine (1):** Provides engine speed (Ne) to the ECU and is controlled by an engine control signal (29).
- CVT (2):** Includes a primary pulley (5) and a secondary pulley (6). It outputs primary pulley rotational speed (20) and secondary pulley rotational speed (27) to the ECU.
- Hydraulic Control Unit (100):** Manages primary and secondary pressures. It receives a step motor control signal (13) and a solenoid control signal (14) from the ECU. It outputs primary pulley pressure (10a) and secondary pulley pressure (10b) to the CVT.
- ECU (21):** The central control unit. It receives input torque information (22), engine speed (Ne), oil pressure (24), oil temperature (25), accelerator pedal stroke (26), and an inhibitor switch signal (23). It outputs the engine control signal (29) and the step motor/solenoid control signals (13, 14) to the hydraulic unit.
- Sensors and Switches:**
 - Oil Pressure Sensor (24):** Monitors system pressure.
 - Oil Temperature Sensor (25):** Monitors oil temperature.
 - Accelerator-Pedal Stroke (26):** Monitors driver input.
 - Inhibitor Switch (23):** Prevents operation during certain conditions.

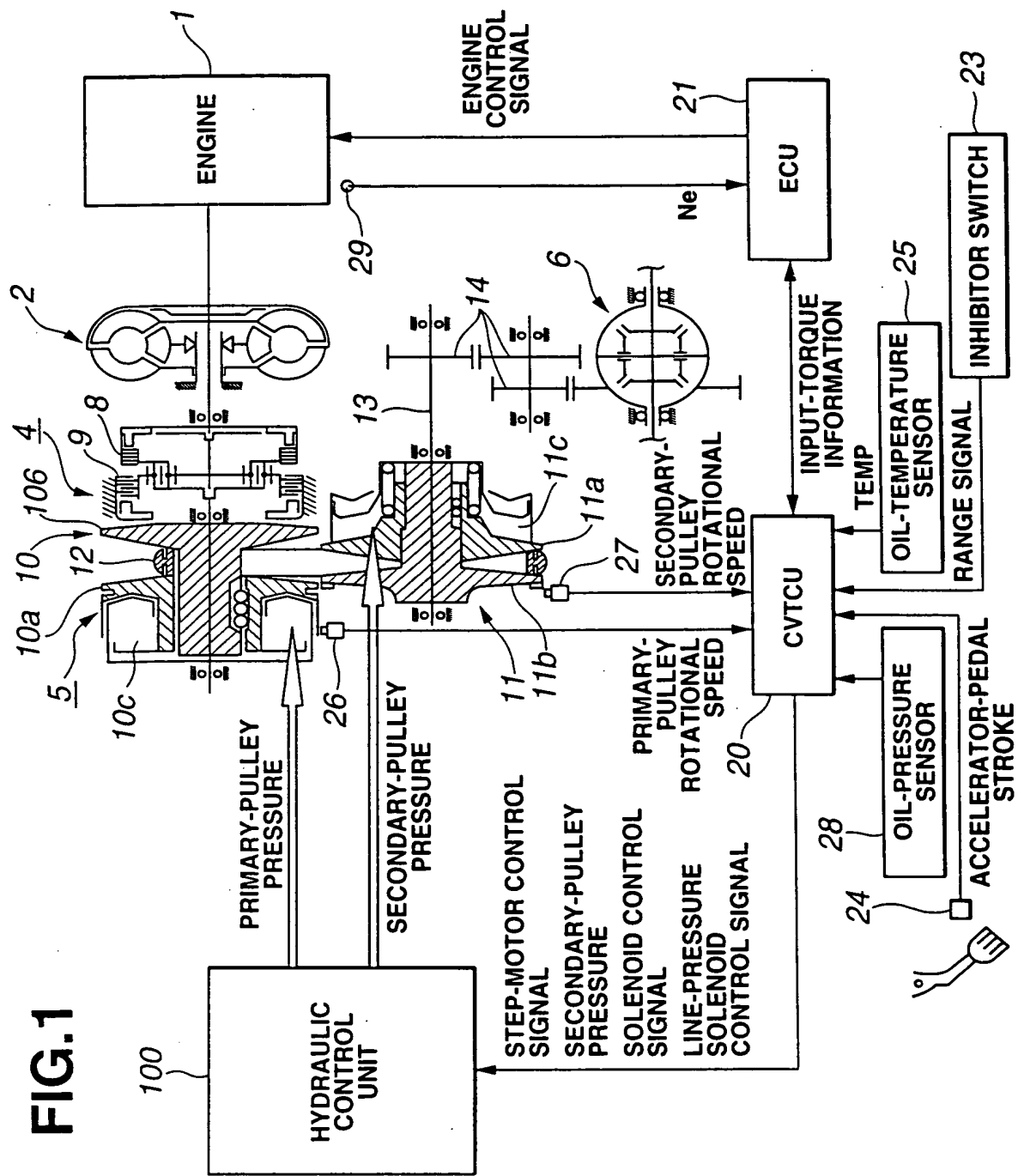
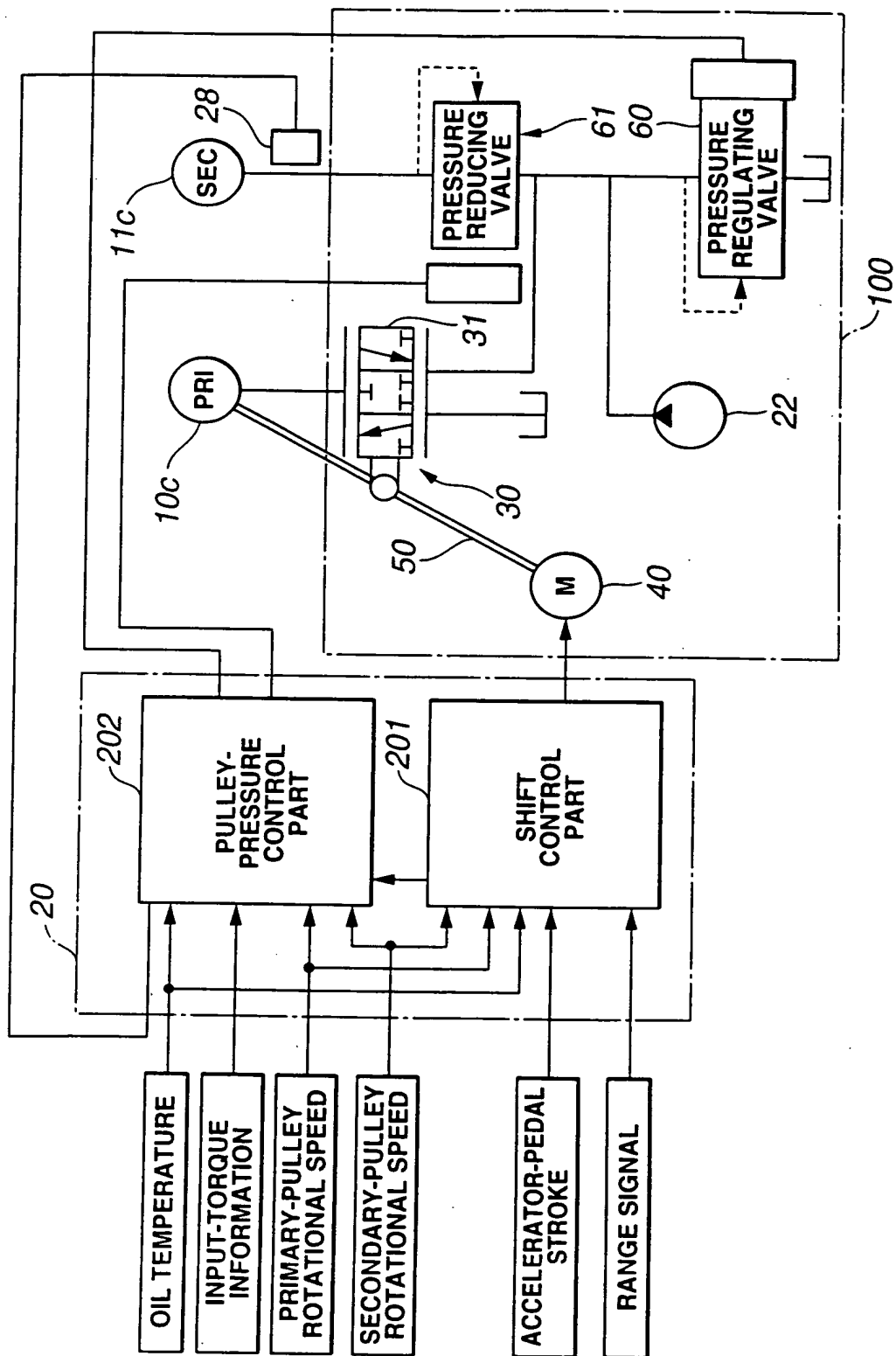


FIG.2



26 PRIMARY-ROTATIONAL PULLEY

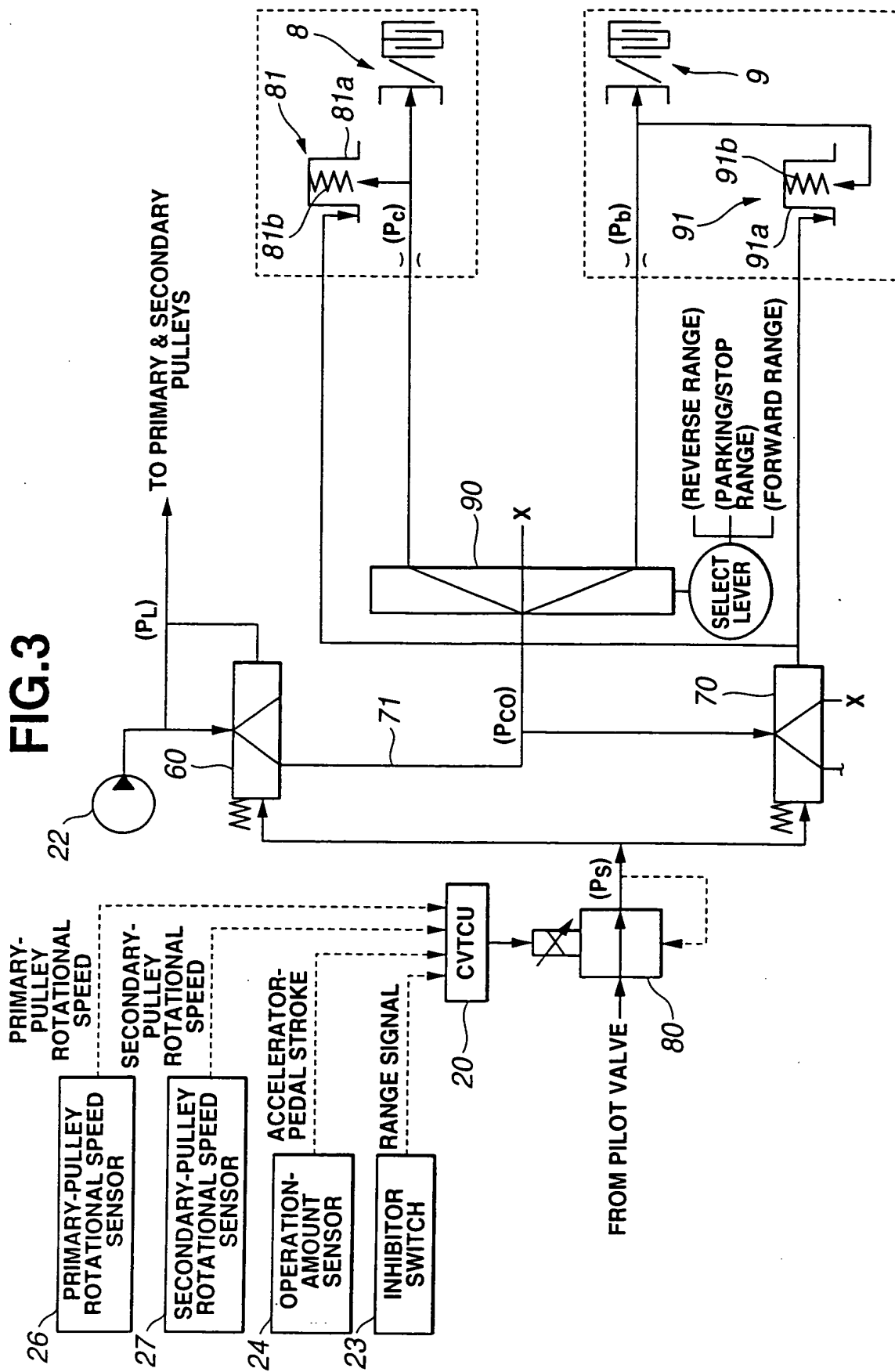


FIG.4

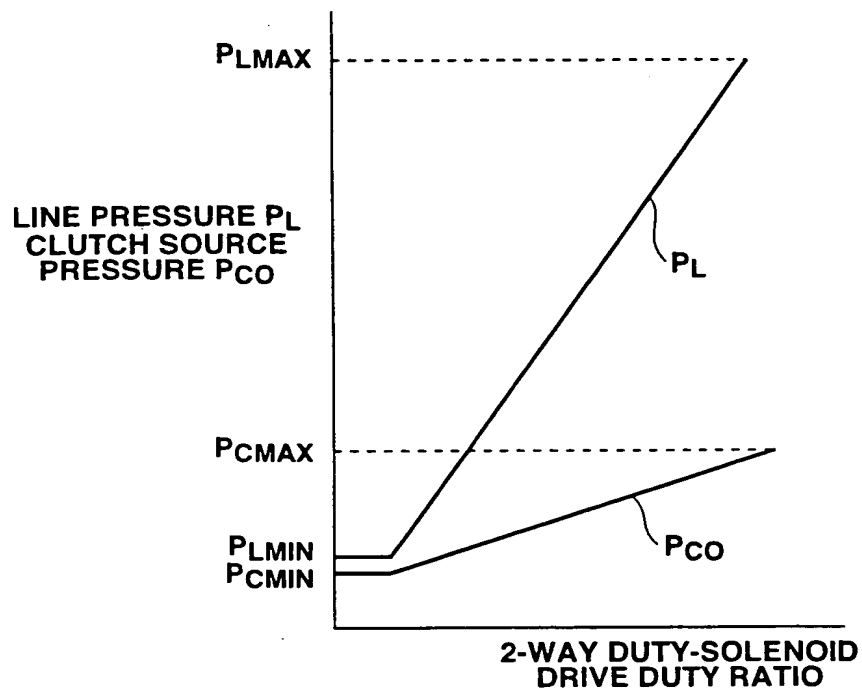


FIG.5

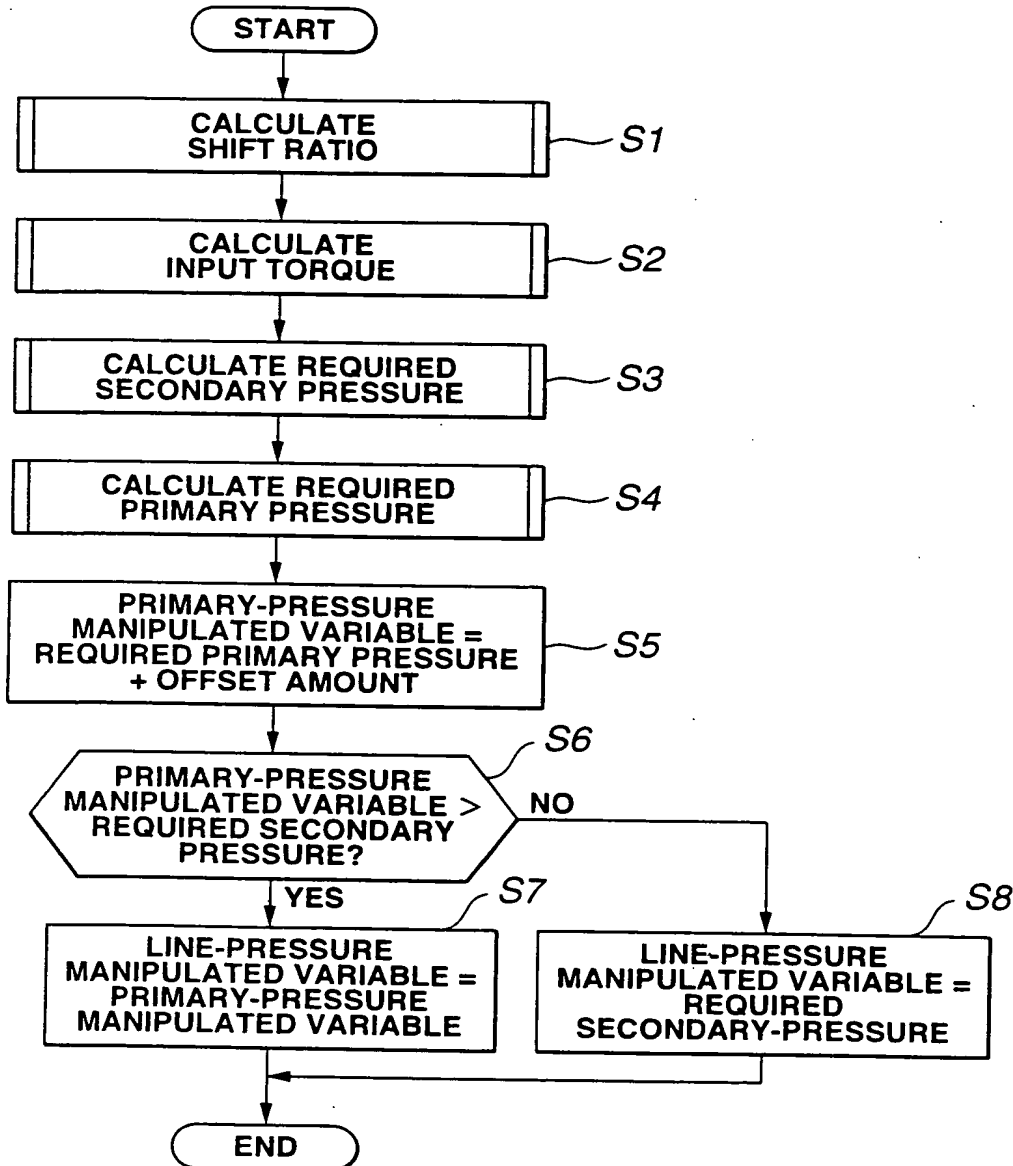


FIG.6

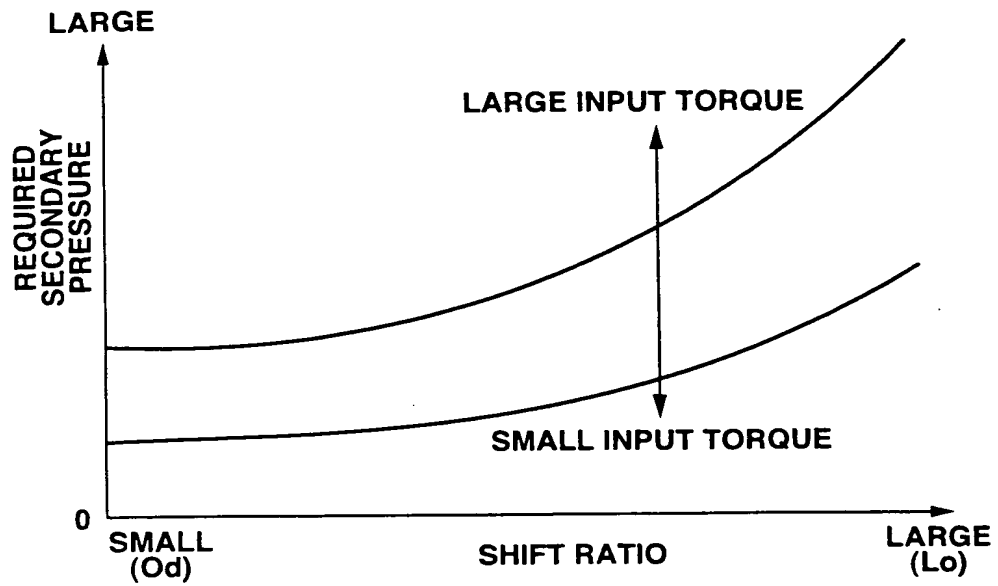


FIG.7

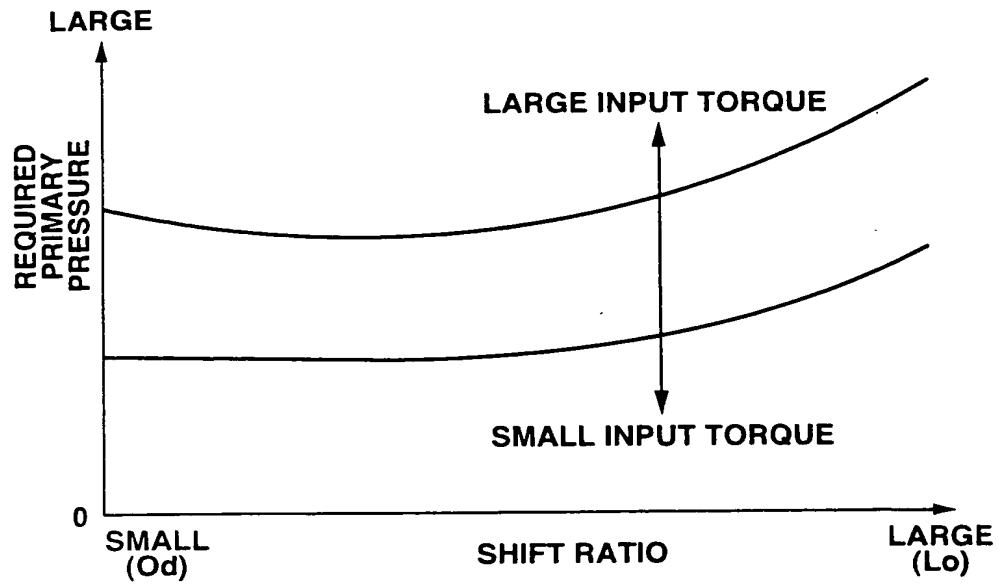


FIG.8

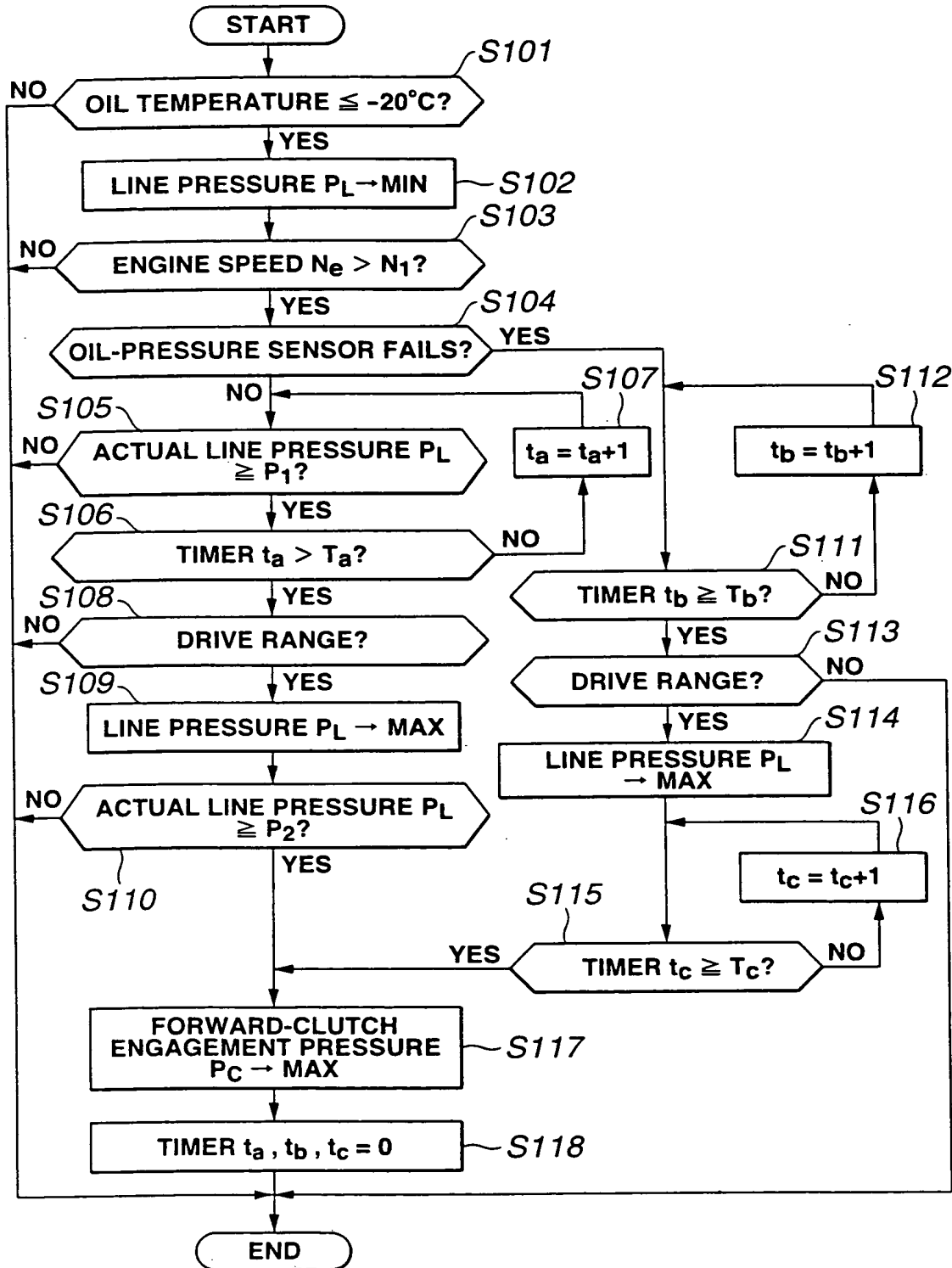


FIG.9

